Miss Happiness

Marguerite Courtot, Famous Players

Star In Paramount Pictures.

Because she is always smiling and al-

ways happy, Marguerite Courtot has

come to be known around the studio as

"Miss Happiness." It matters not what

happens she always sees the bright side

of things and is continually making

a number of survivors from them were

afterwards picked up, but the young

Licutenant went down with his ship.

The British destroyers, of all the ves-

sels engaged in the battle, won per

An officer on one of the flotillas has

described that uneasy darkness. "We couldn't tell what was happening. Ev-

ery now and then out of the silence

would come bang, bang, boom, as hard

as it could go for ten minutes on end

The flash of the guns lit up the whole

sky for miles and miles, and the noise

was far more penetrating than by day

Then you would see a great burst of

flame from some poor devil, as the

searchlight switched on and off, and

them perfect silence once more." The

searchlights at times made the sea as

white as marble on which the de-

stroyers moved "black," wrote an eye

witness, "as cockroaches on a floor.

British fleet, which was lying south

and west of the Horn reef, turned

northward to collect its light craft

the enemy was not to be found. Partly

he had already slipped in single ships

partly he was then engaged in moving

homewards like a flight of wild duck

that has been scattered by shot. He

was greatly helped by the weather,

signaled to any remaining German

units where lay the safe passage. All

morning till 11 o'clock Sir John Jelli-

enemy. But no enemy came. "I was

reluctantly compelled to the conclu-

sea fleet had returned into port." Till

seas, picking up survivors from some

of the lost destroyers. After that

hour waiting was useless, so the fleet

sailed for its bases, which were reach-

ed next day, Friday, June 2. There it

fueled and replenished with ammuni-

tion and at 9:30 that evening was

Results.

The German fleet, being close to

or her fears. It is of the nature of a

months without fear of detection at

home. Therefore Germany claimed at

the field. That gigantic Armada ap-

ready for further action.

and to search for the enemy.

At earliest dawn on June 1, th

tions that I had formed of them.

she does things.

Jellicoe,

ROYAL **BAKING POWDER**

Absolutely Pure No Alum-No Phosphate

BATTLE OF JUTLAND AS SEEN BY THE **ENGLISH EYES**

(Continued from page 13.)

were united, the German line was Jellicoe were working their way be-tween the enemy and his home ports. destroyers at the head of the tween the enemy and his home ports. "The grandest sight I have ever seen," wrote an eye-witness, "was the sight of our battle line-miles of it fading into mist—taking up their positions and pass out of Beatty's sight.

At 7.58 the First and Third light great sheets of fire and clouds of strategic success. But the fog was deepening and the night was falling. It looked as if daylight might be wanting to give one British a chance of winning a decisive victory.

The Trird Stage, 6:50 p. m. to 9 p. m. The third stage of the battle roughly two hours long-was in intermittent duel between the main fleets. his best speed with the British line seen the nature of the British dispositions at this moment. The whole fleet now formed one fighting unit, but it will be clearer if we take the work of the battle cruisers and the battleships separateldy.

Beatty had succeeded in crumpling up the head of the German line, and the majority of his battle cruisers. The visibility was becoming greatly reduced. The mist no longer merely veiled the targets, but often shut them gunnery extraordinarily difficult, but prevented the British from keeping the same time such light as there was cruisers off Coronel, and gave the British gunners their chance.

Gunnery Effects Noted. extract from an officer's letter gives of less advantage on the enemy's quarsome conception: "One of our 12-inch ter. At the same time it put the gun ships put her salvos into a Ger- British fleet between Von Scheer and man ship so accurately that the enemy his base. vessel heeled right over under the heavy blows. Of course, the German could do this to a ship how much more destructive must be the well-directed haul out of line and at least one was his own words:

told, and it was a gunner's battle. Our gunnery was better at all points than that of the enemy."

From 7 o'clock onward Beatty was steering south and gradually bearing around to southwest and west in order to get into touch with the enemy. At 7:14 he sighted them at a range of 15,000 yards—two battle cruisers and two battleships of the Koenig class. The sun had now fallen behind the western clouds, and at 7:17 Beatty increased speed to 22 knots and re-engaged. The enemy showed signs headed off on the east, and Beatty and of great distress, one ship being on emitted volumes of smoke which cov ered the ships behind with a pall and enabled them at 7:45 to turn away

cruiser squadrons were ordered to smoke." The enemy was now greatly sweep westward and locate the head outnumbered and the skill of the of the enemy's line, and at 8:20 Beatsweep westward and locate the head British admirals had won a complete ty altered course to west to support He located three battle cruisers or battleships and engaged them at 10,000 yards range. Lion repeatedly hit the leading ship, which turned away in flames with a heavy list to port, while Princess Royal set fire to one battleship, and the third ship under the attack of New Zealand and Indomitable, hauled out of the line heeling over Admiral von Scheer had no wish to and on .. re. Once more the mist delinger, and he moved southward at scended and enveloped the enemy, which passed out of sight to the west. shepherding him on the east. We have Then came a strange shock which sent a quiver through every British ship as if a mine or a shoal had been struck. Some great enemy vessel had blown up somewhere in the mist to the westward.

To turn the battle fleet, which had become engaged at 6:17 p. m., during deployment, with battleships of the its battleships were now targets for Kaiser class. It first took course southeast by east, but as it endeavored to close it bore around to westward. The aim of Von Scheer now was to escape and nothing but escape, out altogether. This not only made and every device was used to screen his ships from British sight. Owing partly to the smoke palls and the proper contact with the enemy. At clouds emitted by the destroyers, but mainly to the mist, it was never poswas more favorable to Beatty and Jel- sible to see more than four or five licoe than to Von Scheer. The Gerenemy ships at a time. The ranges man ships showed up at intervals were roughly from 9000 to 12,000 yards battle fleet on the enemy's bow. Under the British attack the enemy constantly turned away, and this had the ef-Of the effects of the gunnery an fect of bringing Jellicoe to a position

In the short periods, however, during It was the big caliber that at this stage was feeble, and the dam-

age caused to our battleships was trifling. Von Scheer relied for defense chiefly on torpedo attacks which were favored by the weather and the British position. A following fleet can make small use of torpedoes, as the enemy is moving away from it; while the enemy, on the other hand, has the advantage in this weapon since his targets are moving towards him. Many German torpedoes were fired, but the only battleship hit was Marlborough, which was happily able to remain in line and continue the action

The First battle squadron under Sir Cecil Burney came into action at 6:14 with the Third German battle squadron at a range of 11,000 yards; but as the fight continued the range decreased to 9000 yards. This squadron re ceived most of the enemy's return fire but it administered severe punishment. Take the case of Marlborough (Captain George P. Ross). At 6:17 she began by firing seven salvos at a ship of the Kaiser class; she then engaged a cruiser and a battleship; at 6:54 she was hit by a torpedo; at 7:03 she reopened the action; and at 7:12 fired fourteen salvos at a ship of the Koenig class, hitting her repeatedly till she turned out of line Colossus of the same squadron was hit, but only slightly damaged, and several other sups were frequently straddled by the enemy's fire.

The Fourth battle squadron in the center was engaged with ships of the Koenig and the Kaiser class, as well a swith battle cruisers and light cruisers. Sir John Jellicoe's flagship Iron Duke engaged one of the Koenig class at 6:30 at a range of 12,000 yards quickly straddled it, and hit it repeat edly from the second salvo onwards till it turned away. The Second bat tle squadron in the van under Sir Thomas Jerram was in action with German battleships from 6:30 to 7:20 and engaged also a damaged battle cruiser.

In the van of the battle fleet, act ing as a link between Jellicoe and Beaux, went Read Admiral Heath's Second cruiser squadron, which had now received Duke of Edinburgh from the First cruiser squadron. There also was the Fourth light cruiser squadron under Commodore Le Mesurier, which attacked enemy destroyers at 7:20 p. m. and again at 8:18 in support of the Eleventh destroyer flotilla. In the second attack it came under the haps the greatest glory. fire of the enemy battle fleet at between 6500 and 8000 yards. Calliope the flagship, was several times hit, but without serious damage. The light cruiser attacked the enemy with torpedoes, and at 8:40 an explosion was observed on board a ship of the Kaiser class. In these actions four enemy destroyers were sunk by our gun

Enemy Disappears.

By 9 o'clock the enemy had completely disappeared and darkness was falling fast. He had been veering around to a westerly course, and the whole British fleet lay between him against the sunset, as did Cradock's and the action began with the British and his home ports. It was a strategic situation which, but for the fog and the coming of night, would have meant his complete destruction. Sir John Jellicoe had now to make a difficult decision. It was impossible for the British fleet to close in the darkness in a sea swarming with torpedo craft and submarines, and accordingly he was compelled to make dispositions which the Germans were visible, they for the night , which would insure the asern of our fleet during the night; went out of action. If the 12-inch gun received a heavy fire and were con- safety of his ships and provide for a stantly hit. Some were observed to renewal of the action at dawn. In "I maneuvered to fire from 15-inch or 13.5-inch guns. seen to sink. The German return fire remain between the enemy and his base, placing our flotillas in a position in which they would afford protection to me fleet from destroyer attack and at the same time be favorably situated being less than four miles. About 4 to the point well above its mark Wed- the plan of the city to rebuild the ships." About the same time Sir Da. British fleet and no doubt by wireless gained 138 yesterday. vid Beatty, to the south and westward, had made the same decision on his own account. He informed Sir John Jellicoe of his position and the coe waited on the battlefield, watch- to be heard from. The totals stand: bearing of the enemy and turned to ing the lines of approach to German the course of the battle fleet,

Fourth Stage, Night of May 31- June 1. The night battle was waged on the British side entirely by the lighter craft. It will be remembered that 1:15 p. m. the British fleet swept the ond and Third light cruiser squadrons and the First, Ninth, Tenth and Thirteenth destroyer flotillas. The First and Third light cruiser squadrons were continuously in touch with the battle cruisers and usually ahead of them. There they protected the head of the British line from torpedo attack. The Second light cruiser squadron was at the rear of the battle line, and at 9 p. m. it repelled a destroyer attack upon Evan-Thomas' its own version of the battle. A rebattleships. At 10:20 Southampton sounding success was a political neand Dublin were in action with five cessity or Germany, and it is likely several heavy ships steering south, overjoyed at having escaped annihila-These were some of the enemy battle tion, and the magnitude of her jubi-

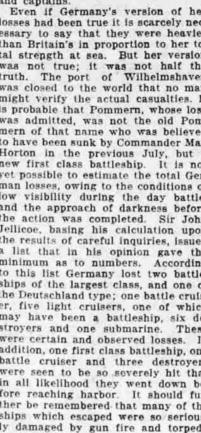
in the fog and darkness. In the rear of the line were also naval action that it gives ample scope Fearless and the First destroyer flo-tilla, which during the night observed Victory and defeat are not followed. a battleship of the Kaiser class utter- as in a land battle, by a gain or loss ly alone and steaming at full speed. of ground. A well-disciplined country This solitary ship seems to have been with a strict censorship can frame any attacked by destroyers further astern, tale it pleases, and stick to it for for presently from that direction came the noise of a heavy explosion. The Thirteenth flotilla under Captain once a decisive success. According James Farie in Champion was also to her press the death blow had been astern of the battle fleet. At half-past given to Britain's command of the sea. twelve on the morning of June 1, a The Kaiser soared into the realms of large vessel crossed its rear, opening poetry: "The gigantic fleet of Albion, a heavy fire as she passed on Petard ruler of the seas, which since Trafaland Turbulent. At 3:30 Champion gar for a hundred years has imposed was engaged with four enemy destroy- on the whole world a bond of sea tyers, and an hour before Moresby had ranny, and has surrounded itself with fired a torpedo with success at four a nimbus of invincibleness, came into ships of the Deutschland class.

Beatty's destroyers having been in proached, and our fleet engaged it. action since 4 o'clock in the afternoon, The British fleet was beaten. The the principal attacks were made by first great hammer blow was struck, the Fourteenth, Eleventh and Twelfth and the numbus of British world suflotillas which accompanied Jellicoe premacy disappeared." Germany anand which had had less continuous nounced trivial losses-one old battle fighting. Castor (Commodore Hawkes- ship, Pommern, three small cruisers, ley) in the Eleventh flotilla, sank an Wiesbaden, Elbing and Frauenlob, enemy destroyer at point blank range, and five destroyers. The Twelfth flotilla (Captain Anselan It is a striking tribute to the pres-J. B. Stirling) attacked a squadron of tige of the British navy that the Gersix large vessels including some of man fairy tale was received with inthe Kaiser class. The third ship in credulity in all allied and in most neuthe line was torpedoed and blew up, tral countries. In a small mountain and twenty minutes later the fourth village in the Apennines, the inhabi-ship in the line was also hit. On-tants of which, owing to economic difslaught, of this flotilla, was severely ficulties, had small enthusiasm for the damaged, but Sub-Lieutenant Kemmis war, the news arrived that the British

The heaviest fighting fell to the lot news, once it has started, may be dan- is being made, of the Fourth flotilla under Captain gerous, and in some quarters in Amer-Two torpedoes were ob- ica, even among friends of the allies, served to take effect, but Tipperary there was at first a disposition to acwas sunk with the greater part of its cept the German version. The ordi-

dor which may have been undiplomatic, but which revealed a proud confi-dence in the invulnerability of the navy and the steadfastness of the British people. These losses were: one first class battle cruiser, Queen Mary; two lesser battle cruisers, Indefatigable and Invincible; three armored cruisers, Defence, Black Prince and Warrior; and eight destroyers Tipperary, Ardent, Fortune, Shark Sparrowhawk, Nestor, Nomad and Turbulent. More vital than the ships, was the loss of many gallant men and officers, including some of the most distinguished of the younger admirals ind captains. Even if Germany's version of her osses had been true it is scarcely nec

essary to say that they were heavier than Britain's in proportion to her total strength at sea. But her version was not true; it was not half the The port of Wilhelmshaven was closed to the world that no man might verify the actual casualties. It is probable that Pommern, whose loss was admitted, was not the old Pommern of that name who was believed to have been sunk by Commander Max Horton in the previous July, but a new first class battleship. It is not yet possible to estimate the total Ger man losses, owing to the conditions of ow visibility during the day battle, and the approach of darkness before the action was completed. Sir John ellicoe, basing his calculation upon he results of careful inquiries, issued a list that in his opinion gave the minimum as to numbers. According to this list Germany lost two battleships of the largest class, and one of the Deutschland type; one battle cruiser, five light cruisers, one of which may have been a battleship, six destroyers and one submarine. These were certain and observed losses. In addition, one first class battleship, one battle cruiser and three destroyers were seen to be so severely hit that in all likelihood they went down before reaching harbor. It should further be remembered that many of the others happy by the manner in which ships which escaped were so serious ly damaged by gun fire and torpedo attack that they would not be avail-able for months. The German fleet returned to the Elbe bases, lacking some of its finest ships, and with mos of the remainder out of action



"They surpassed," wrote Sir John "the very highest expecta-

New York, Nov. 17 .- Despite the almost complete California returns, in-dicating that President Wilson has taken up the question of supervision most complete California returns, inclinched his re-election, Charles E. Hughes and declining to concede it.

I had a talk with Mr. Hughes today. There is no statement from either one of us. We shall go to Lakewood, N. J., for the weekend tomorrow. Whether any statement will come from there will depend upon advices that are re-

Santa Fe, N. M., Nov. 17.-While electric light plant will undergo extencharles E. Hughes was gaining fifty- sive repairs during the next few one votes today, on official returns weeks, when a big portion of the line from five counties in New Mexico, will be rebuilt. The present line is which at dawn on June 1 was thicker President Wilson was receiving an in-than the night before, the visibility crease of 234, bringing his lead back most rotted its entire length. It is o'clock a Zeppelin passed over the nesday, when he lost 185 votes. He

ports and attending the advent of the ACCIDENT CAUSES sion," wrote Sir John, "that the high

New London, Conn., Nev. 17 .- The collision which caused the merchant submersible Deutschland to abandon her return voyage today, almost at its outset early today, when a convoying tug, the T. A. Scott, Jr., was sunk with a crew of five men, was the its bases, was able to publish at once subject of federal investigation this

afternoon The United States inspectors steam vessels, headed by Captain W. enemy cruisers, and lost many men that she would have claimed a victory E. Withey, heard through witnesses during the fifteen minutes' fight. At if any remnant of her fleets had of the condition under which the sub-E. Withey, heard through witnesses half-past eleven Birmingham sighted reacned harbor. As it was she was marine, slipping out of the harbor in the darkness so that she might sub-merge in neutral waters before dayships slipping past the British stern lation may be taken as the measure break, ran down the tug which was acting as her protector off Race Rock, just outside this port. The testimony given was in secret, but it became known through statements outside the chamber that the collision was an ac-

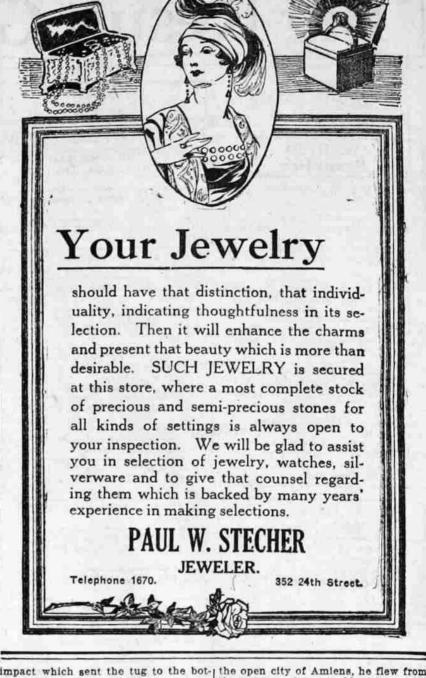
> "It's terrible thing to lose those good men. I feel it deeply. You must excuse me."

Before the inspectors fixed blame for the loss of the Scott and her crew they will hear the testimony of Captain Frederick Hinsch, an official f the Eastern Forwarding company, who was the only survivor on the tug Captain Hinsch was thrown from the deck house of the tug, on which he was standing, into the rushing water of the Race, where he was rescued almost exhausted, by the crew of the tug Cassie, following behind. Captain Hinson was unconscious after the acident and tonight still was so exhausted that it might be several days before he will be able to testify.

Captain Harry Baker of the Cassie and some of his crew also will be called to tell of their observations. The Deutschland's return will be deand Midshipman Arnot, the only officers not disabled, took the ship out of action and brought her safely home.

War, the news arrived that the British navy and been beaten. "That is a layed only a few days, estimated variously from two days to a week, by the damages which she sustained and not at all by the fact that inquiry But false not at all by the fact that inquiry

> Examination of her bow today showed that three plates had been stove in to a degree described by some as "a hole" and others as



the Deutschland by megaphones.

QUESTION OF DANCING TAKEN

Provo, Nov. 17 .- The officers of the

ors will be secured to teach the new

dances properly. In order to obtain

means to defray the expenses of in-

struction a ball will be given under

the auspices of the association at the

ladies' gymnasium of the B. Y. U. on

WILL REPAIR PIPE LINE.

Brigham City, Nov. 17 .- The pipe

line in Boxelder canyon for the city

condition of the line is such that it

the night of November 29

ACHIEVES GREATEST

of dancing for the high school and Chairman Willcox persisted today in schools, and the services of a professional dancing instructor or instruct Chairman Willcox said

ceived later.

In New Mexico.

ed previously were represented in the the city in darkness for an indefinite call it, "Hamburger Brust Thee," at reports today, fourteen still remaining period. devoted to repairs on the line. Hughes, 29,951. Wilson, 32,077.

aerial feat of the war. Charged with

cident Survivors who would discuss the mater were agreed that it was due to a combination of swift currents, which carried the tugg off its course and cross the bow of the submarine, and to the semi-darkness, which was to be the Deutschland's medium of safety, but which instead prevented ready bservation of the danger ahead. Captain Koenig would say only to ques

crew. Captain Wintour was killed early in the action, when Lieutenant Kemp took command. Two rafts were got away from the sinking vessel and

tom within a few minutes. the western front to Munich, capital Captain Withers tonight admitted of Bayaria, threw a number of bombs having learned that Captain Hinsch, upon the railroad station, then turned from his position on the deck house of south, crossed the Alps and landed the Scott, had been giving orders to safely on Italian soil at Santa Dona di Piave, a little more than twelve miles north of Venice. He made the flight from the west front to Munich in about four hours, having started at 8 o'clock in the morning, and arrived over the Bavarian city at noon. The total distance covered by the daring aviator is about 435 miles. Republican National eighth grade pupils of the public is described in tonight's French war office report.

PETERSON REACHES MINE.

Provo. Nov. 17 .- Manager Ellis R. Black of the Utah-Idaho Motor company has received a letter from Preston G. Peterson, secretary of the Big Indian Mining company, who is now at the mine in San Juan county. Mr. Peterson left Friday in an automoblie and arrived at the mine Monday, making the 250-mile trip without a hitch tight places.

HOT TEA BREAKS A COLD—TRY THIS

entire pipe line in a year or two. The L Get a small package of Hamburg No precincts which had not report might burst at any time and leave Breast Tea, or as the German folks One day each week will be any pharmacy. of the tea, put a cup of boiling water upon it, pour through a sieve and drink a teacup full at any time. It is AERIAL FEAT OF WAR the most effective way to break a cold Paris, Nov. 17.—Captain de Beau-champ of the French army aviation relieving congestion. Also loosens the corps today achieved the greatest bowels, thus breaking a cold at once. It is inexpensive and entirely vegthe mission to carry out a reprisal for etable, therefore harmless .- Advertisethe recent German bombardment of ment.





